

he says you put a board up on the truck, you put a board up there. Well, quite possibly Senator Warner's corn doesn't have any moisture, it's always dry, it's always dry. Well, corn moisture weighs a lot of money, a lot of weight. In fact, we get docked, when we take our corn into the elevator, for moisture because they have to dry it. So I guess what I'm going to have to do is I'm going to have to talk to my good friend, Senator Warner, and find out what kind of seed corn he's using so that I can grow some of this dry corn and not have a weight problem. I would wholeheartedly support LB 170 and would like to ask you to do the same thing. Thank you, Madam President.

PRESIDENT MOUL: Thank you, Senator Haberman. Senator Warner.

SENATOR WARNER: Well, Madam President and members of the Legislature, efforts could be...the arguments been made, I guess, that this now is because of variance in test weight. Obviously, corn can vary in test weight. I don't know very many farmers and you can just tell when you're running a combine if you've 52-pound or 58-pound corn. The first place you can tell is to go back and change the sieves if you've got 52-pound corn because you're going to have a lot of small kernels that will blow over if you don't. And you're going to know that. You can guess far more closer than what is alleged to be the case. But none of those things are really the issue here, not with me. The issue is one very simple. And the issue is that design standards are for 20,000-pound axles. We have heavy fines because they do cost. And, secondly,...and, third, this is just one more nick. And then when the next overweight request comes in why then it will be the same thing, well, this is just one more, we did it for something else, we should do it for this as well. It's a never ending merry-go-round that happens time and time again. The other thing, some of the overweight now that has been referred to that are by statute are limited by permit and that's for a reason too, because if you get a permit, then you are limited to a particular highway system, particularly if you've got a roadway that's bad, overweight...any amount of overweight vehicles, no matter how much there are, is going to accelerate that deterioration and be much more damaging. Though it's a permit, at least it can be restricted to where there will be less potential damage than otherwise is the case. Most of the two-wheels vehicles, two-axle vehicles nowadays probably have a 15 1/2 or 16-foot box on them. I talk about a board across the back, you may or may not need it, depends on how high the sides of your truck is which can also vary. If you've got a